

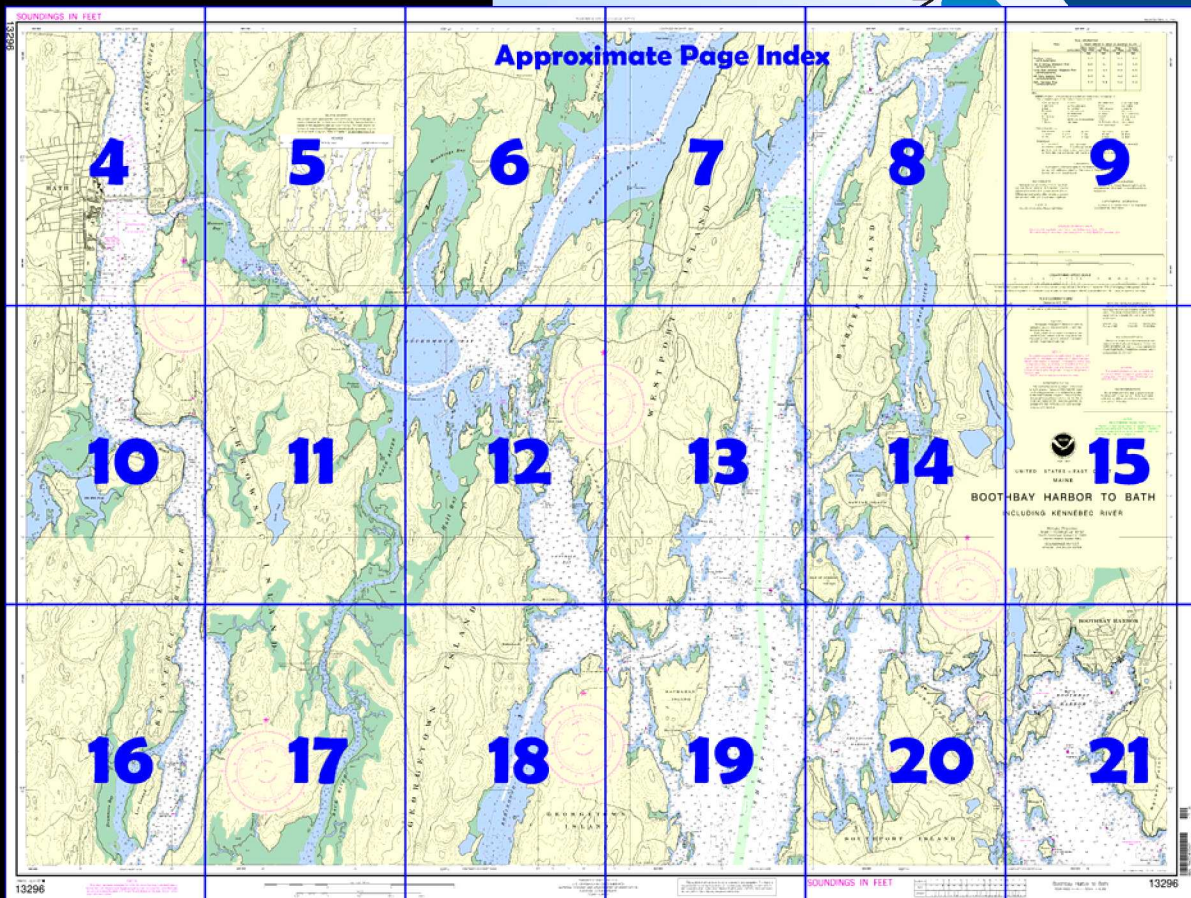
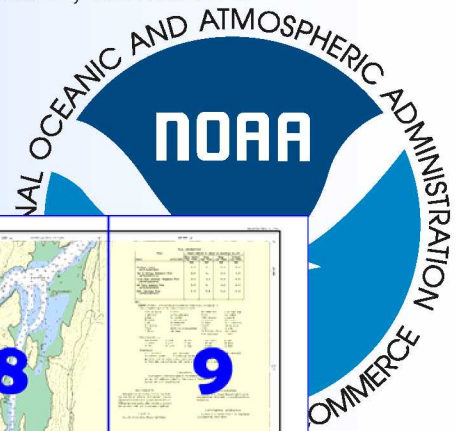
BookletChartTM

Boothbay Harbor to Bath Including Kennebec River (NOAA Chart 13296)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

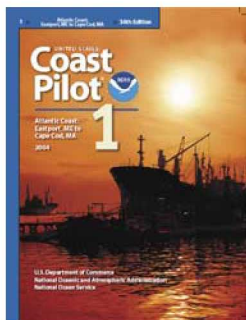
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 8 excerpts]

(161) **Boothbay Harbor** the western arm of Booth Bay, is one of the best anchorages on the Maine coast. The harbor is spacious and well sheltered, and has good holding ground. The town of **Boothbay Harbor**, at the head of the harbor, is an important summer resort and yachting center, with a hospital, hotels, and motels. Fishing, boatbuilding, and summer tourists are its main industries.

(165) Two deep natural channels lead into the harbor. The easterly and widest leads between

Spruce Point on the east, and Squirrel, Burnt, and Mouse Islands on the west. The westerly one leads between those islands and Southport Island on the west, but is narrow in places. The chart and the aids if carefully followed should be sufficient guidance for strangers to enter at any time. (166) The inner harbor has depths of 6 to 24 feet. The anchorage most used by small craft is on the northwest side of the inner harbor,

northeastward of McFarland Island, where there are general depths of 10 to 12 feet, when clear of the ledge around the island.

(168) The approaches to the harbor are generally deep and clear with most of the dangers marked.

(169) The passage between Tumbler Island and Spruce Point should not be attempted by strangers as it is shoal and foul; strangers should not anchor there.

(179) **Harbor regulations** and moorings in the harbor are under the supervision of the **harbormaster**, who can be reached through the town office, through any of the service facilities along the waterfront, or on VHF-FM channel 6 or 16. A **speed limit** of 5 knots in the harbor is enforced.

(180) There are service wharves and marinas, almost all with float landings, which have reported depths of 4 to 15 feet alongside. A town float landing with a reported depth of 6 feet alongside is at the draw of the swing footbridge at the northeastern end of the harbor; another town landing is on the west side of the harbor.

(184) The Inside Passage from Boothbay Harbor to Bath is about 11 miles long and leads between the islands located between Boothbay Harbor and Kennebec River. The protected route is used by excursion boats, yachts, and fishing boats.

(185) The aids are colored and numbered for passage westward. In the vicinity of Cameron Point Light 7, on the north end of Southport Island, is one of the most difficult places to make in the thorofare; craft entering from the westward at this point should be careful to pass southward of the buoy marking the ledge extending southward from Indiantown Island.

(186) The channel is very narrow in places, has strong tidal currents, and is much obstructed by rocks and shoals. Though most dangers are marked, strangers drawing 7 feet or more should not attempt it at low water.

(187) Goose Rock Passage is marked by a directional light, buoys, and a daybeacon. About midway through Sasanoa River the channel crosses the southern part of Hockomock Bay and then continues through Sasanoa River, coming out in the Kennebec River opposite the city of Bath. In 1958, the least depth in Sasanoa River was 7 feet at the southern end of **Hanson Bay** and near the northern entrance to the river.

(189) This passage is narrow and crooked, has strong tidal currents, and requires local knowledge to carry the best water. With the aid of chart 13296, strangers in small craft drawing 7 feet or less should be able to go through. The best time is on a rising tide. The channel is well marked but careful navigation is required.

(192) **Townsend Gut** is a narrow, crooked thorofare connecting Boothbay Harbor with Sheepscot River. The shores of Townsend Gut are lined with private docks and floats. Mariners are advised to use prudent speed to avoid wake damage. A **speed limit** of 5 knots is enforced through the State Route 27 highway swing bridge at Townsend Gut.

(200) **Goose Rock Passage** leads from Sheepscot River into Sasanoa River northward of MacMahan Island, and forms a part of the inside route. It has ample depth, but is narrow in places; principal dangers are marked.

(203) **Little Sheepscot River** is a narrow passage westward of MacMahan Island leading from Sheepscot River into Sasanoa River. The channel is narrow, being less than 50 yards wide at its narrowest part.

The best entrance from the southward is west of **Turnip Island**. Craft of more than 4-foot draft should avoid passing through the channel between Turnip Island and the southern end of MacMahan Island at low water.

(211) The velocity of the tidal current at strength is 1.8 knots off Lowe Point; 3.0 knots on the flood and 3.5 knots on the ebb at Lower Hell Gate; and about 1.0 knot at Upper Hell Gate. Velocities up to 9.0 knots have been observed in the vicinity of **The Boilers** at Lower Hell Gate causing dangerous eddies and whirlpools; navigation through this area should be attempted only at or near slack water. The current floods to the northwestward and ebbs southeastward generally. It has been reported that the ebb current sometimes runs for 8 or 9 hours at Upper Hell Gate.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 43°52’
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid west zone is indicated by
dotted ticks at 5,000 foot intervals

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important
supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.294° northward and 1.828° eastward
to agree with this chart.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Notice to Mariners.
During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed
below provide continuous marine weather broad-
casts. The range of reception is variable, but for
most stations is usually 20 to 40 miles from the
antenna site.

Dresden, ME WXM-60 162.475 MHz
Portland, ME KDO-95 162.55 MHz

RACING BUOYS
Racing buoys within the limits of this chart
are not shown hereon. Information may be
obtained from the U.S. Coast Guard District
Offices as racing and other private buoys are
not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 1. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Com-
mander, 1st Coast Guard District in Boston, MA or at the
Office of the District Engineer, Corps of Engineers in
Concord, MA.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly
by the National Imagery and Mapping Agency and the Local Notice to Mariners
issued periodically by each U.S. Coast Guard district to the date shown in the
lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National
Ocean Service encourages users to submit corrections, additions, or comments for
improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean
Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VQ very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mkr marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow

Bottom characteristics:
Bds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky

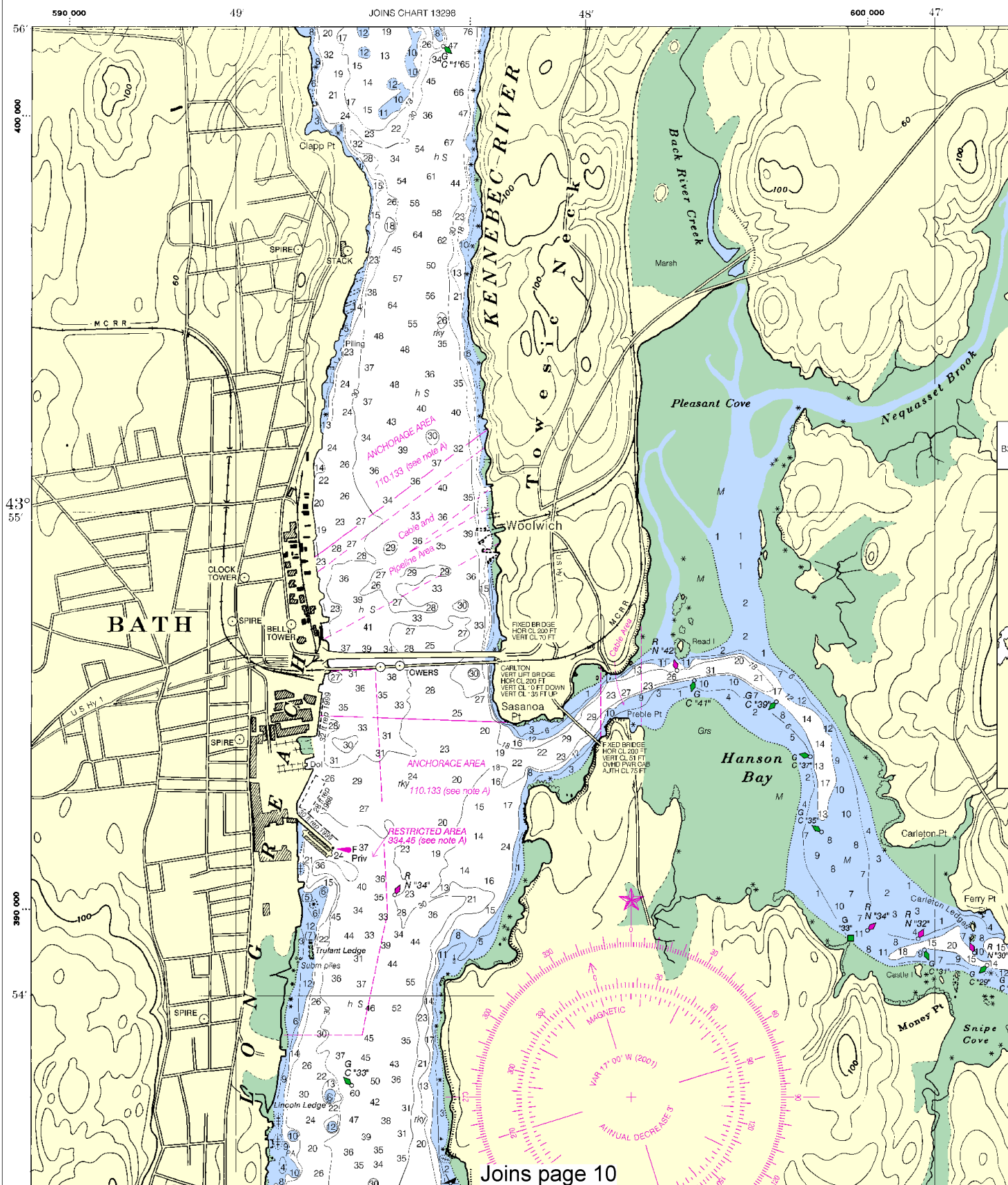
Miscellaneous:
AUTH authorized Obstrn obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water	
	feet	feet	feet	feet	
Boothbay Harbor (43°51'N/69°38'W)	9.5	9.1	0.3	-3.5	
Isle of Springs, Sheepscot River (43°52'N/69°41'W)	9.6	9.1	0.3	-3.5	
Cross River Entrance, Sheepscot River (43°56'N/69°40'W)	9.9	9.4	0.3	-3.5	
Mill Point, Sassenoe River (43°53'N/69°46'W)	9.5	9.1	0.3	-3.5	
Beth, Kennebec River (43°55'N/69°49'W)	6.9	6.6	0.2	-3.5	

(401)

SOUNDINGS IN FEET

13296



4

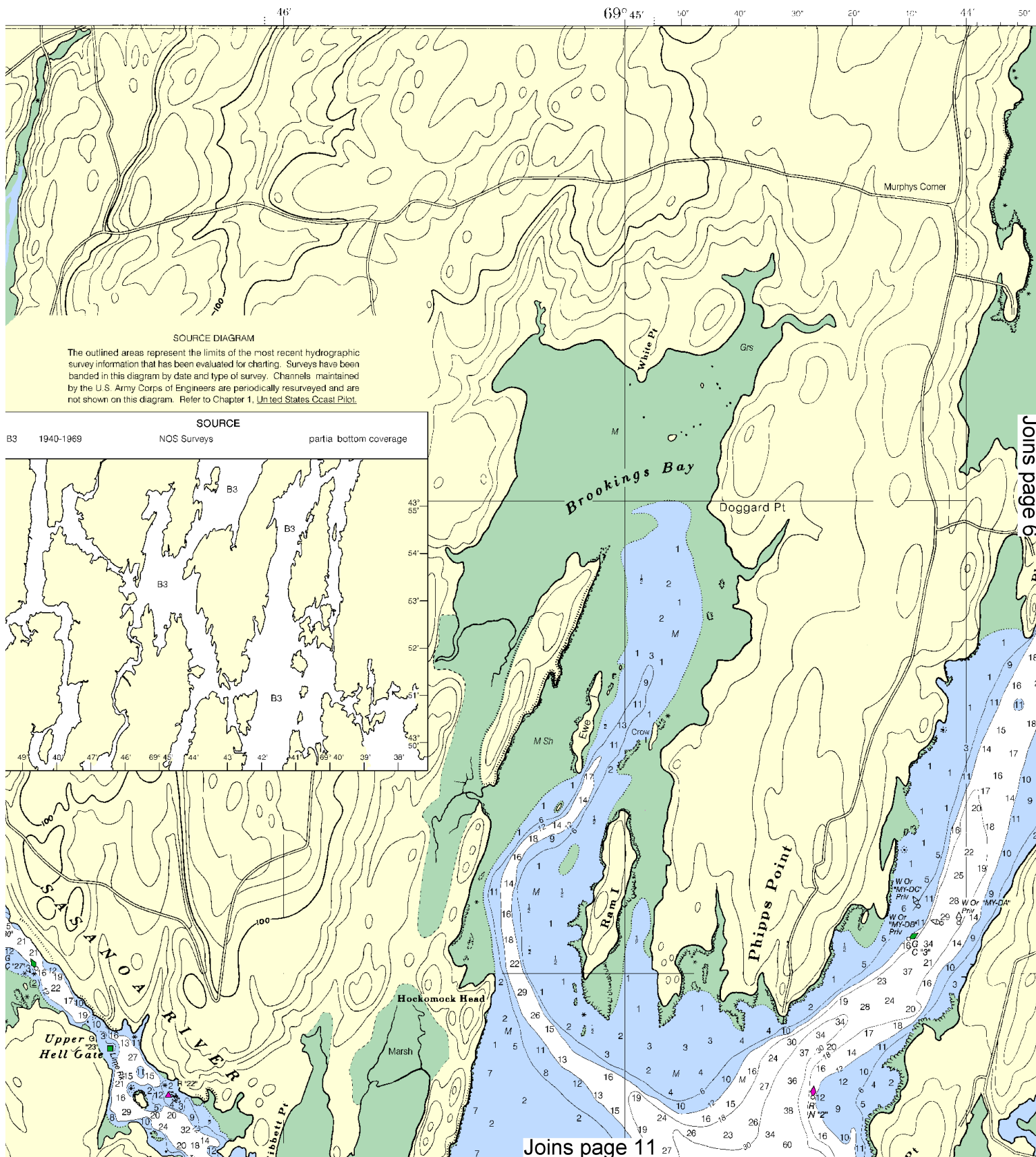


Printed at reduced scale.

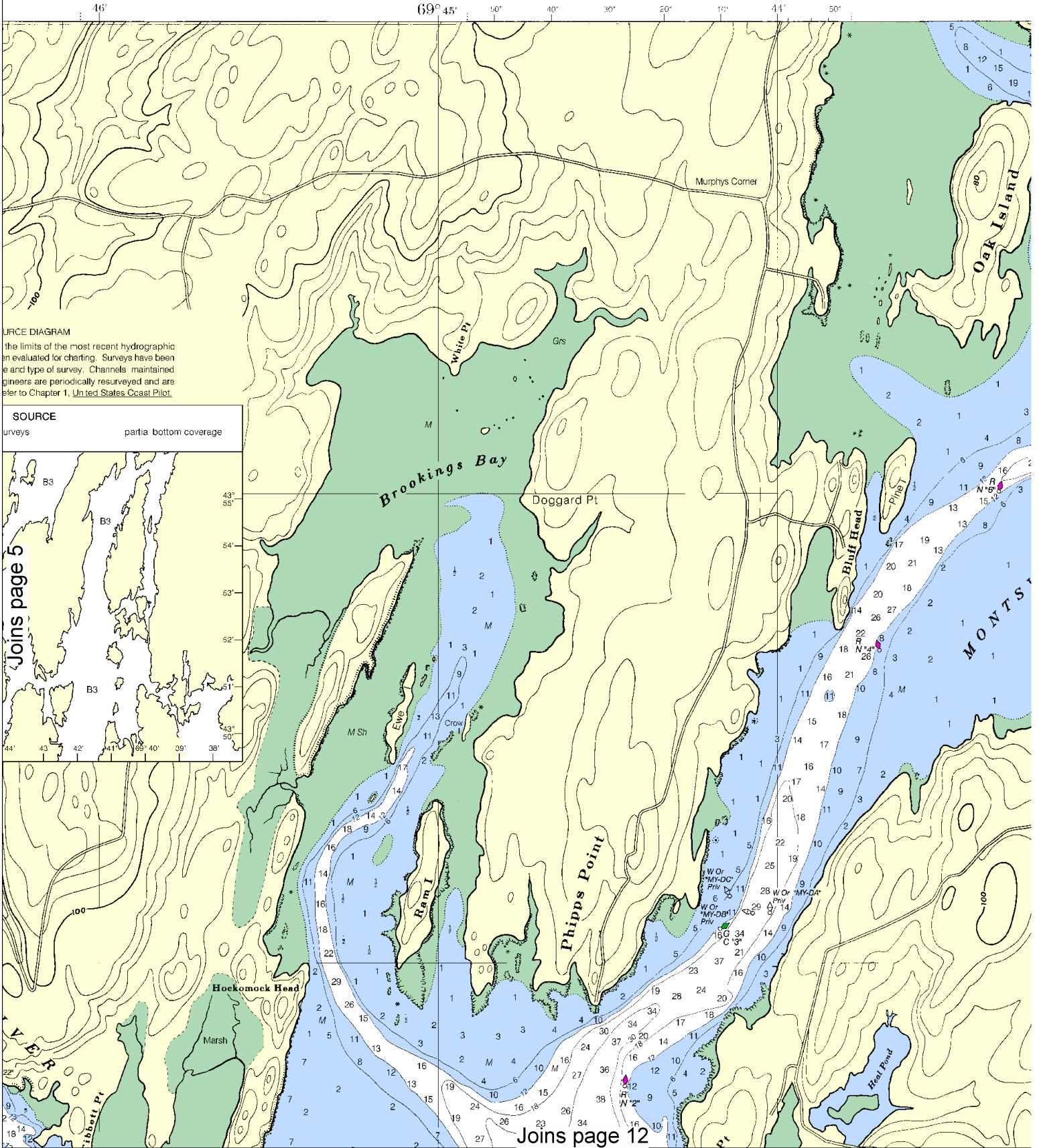
SCALE 1:15,000
Nautical Miles

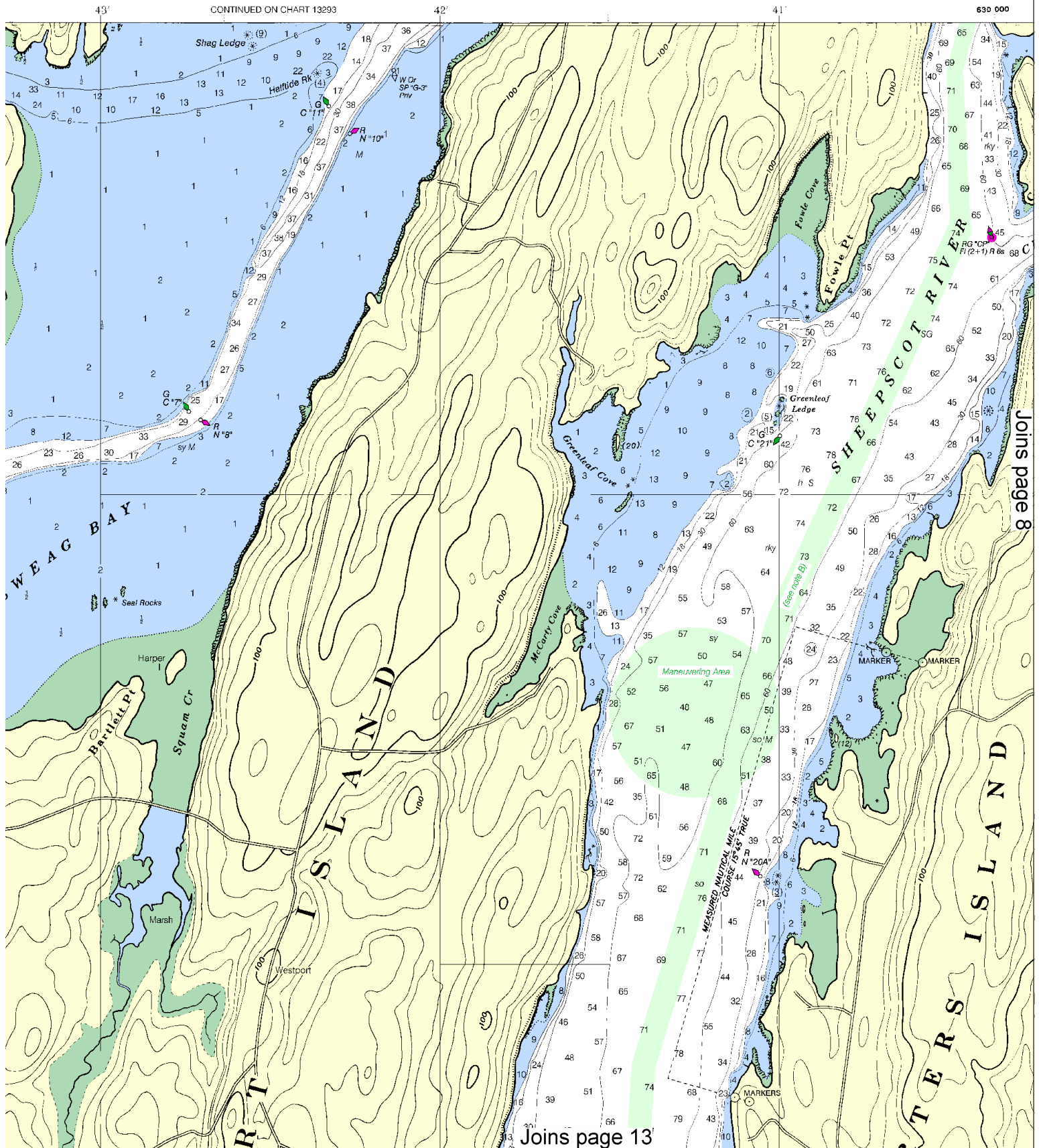
See Note on page 5.





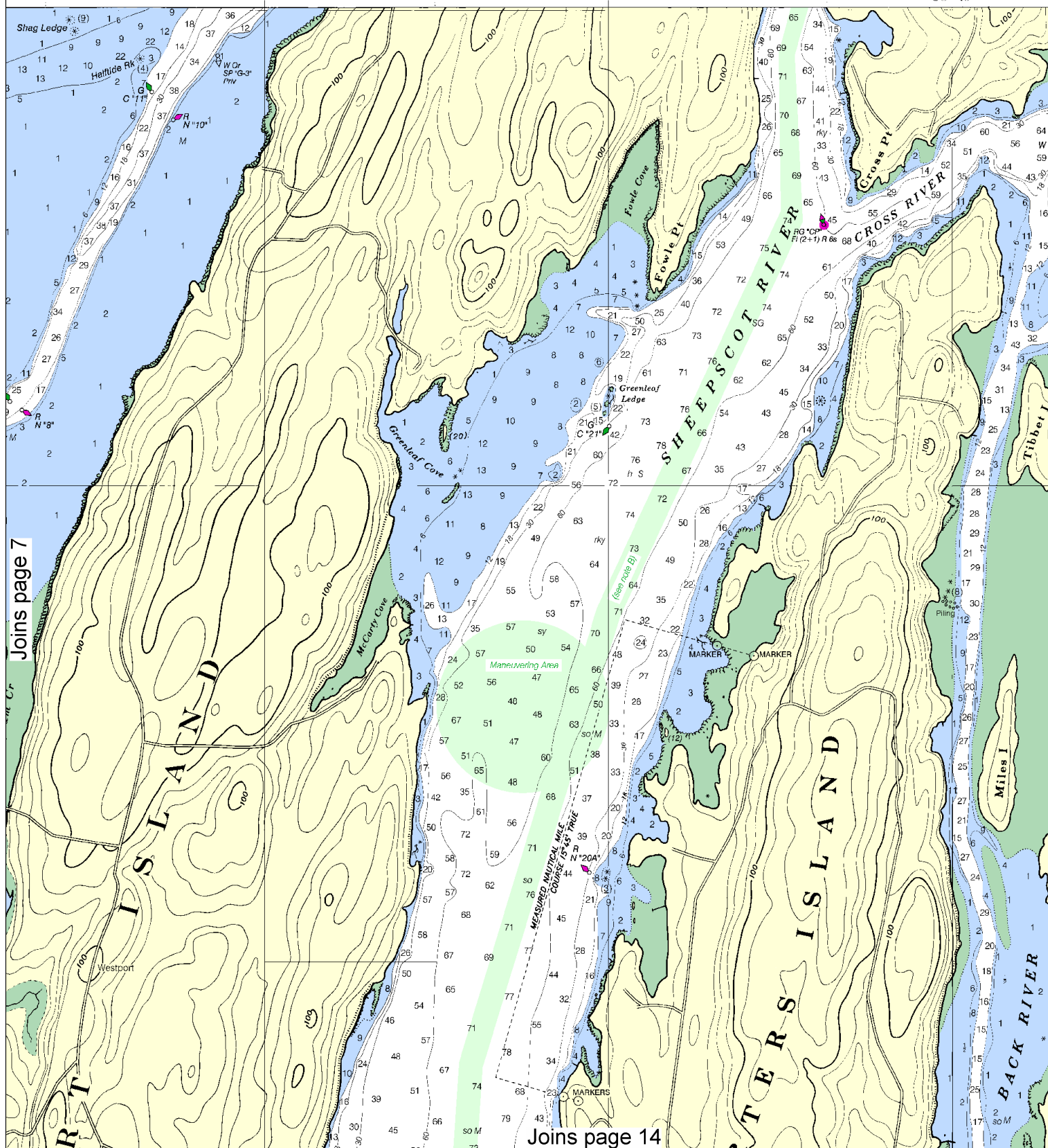
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:20000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.





Joins page 7

Joins page 14

8



Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 13293

39'

640 000 38'

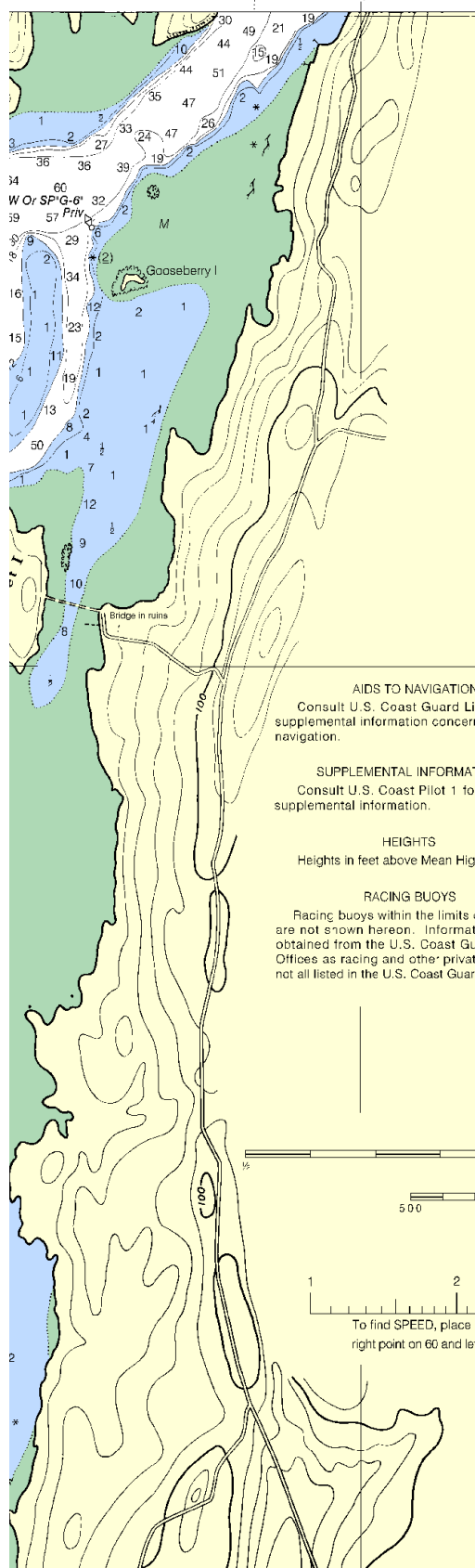
56'

400 000

43°
55'

300 000

54'



TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Boothbay Harbor	(43°51'N/69°38'W)	9.5	9.1	0.3	-3.5
Isle of Springs, Sheepscot River	(43°52'N/69°41'W)	9.6	9.1	0.3	-3.5
Cross River Entrance, Sheepscot River	(43°56'N/69°40'W)	9.9	9.4	0.3	-3.5
Mill Point, Sessano River	(43°53'N/69°46'W)	9.5	9.1	0.3	-3.5
Both, Kennebec River	(43°55'N/69°49'W)	6.9	6.6	0.2	-3.5

(401)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUT-4 authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rcp reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

COLREGS, 80.105 (see note A)

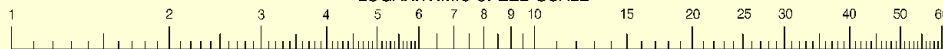
International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Nautical Miles

Yards

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

PLANE COORDINATE GRID

(based on NAD 1927)

Maine State Grid west zone is indicated by dotted ticks at 5,000 foot intervals

CAUTION

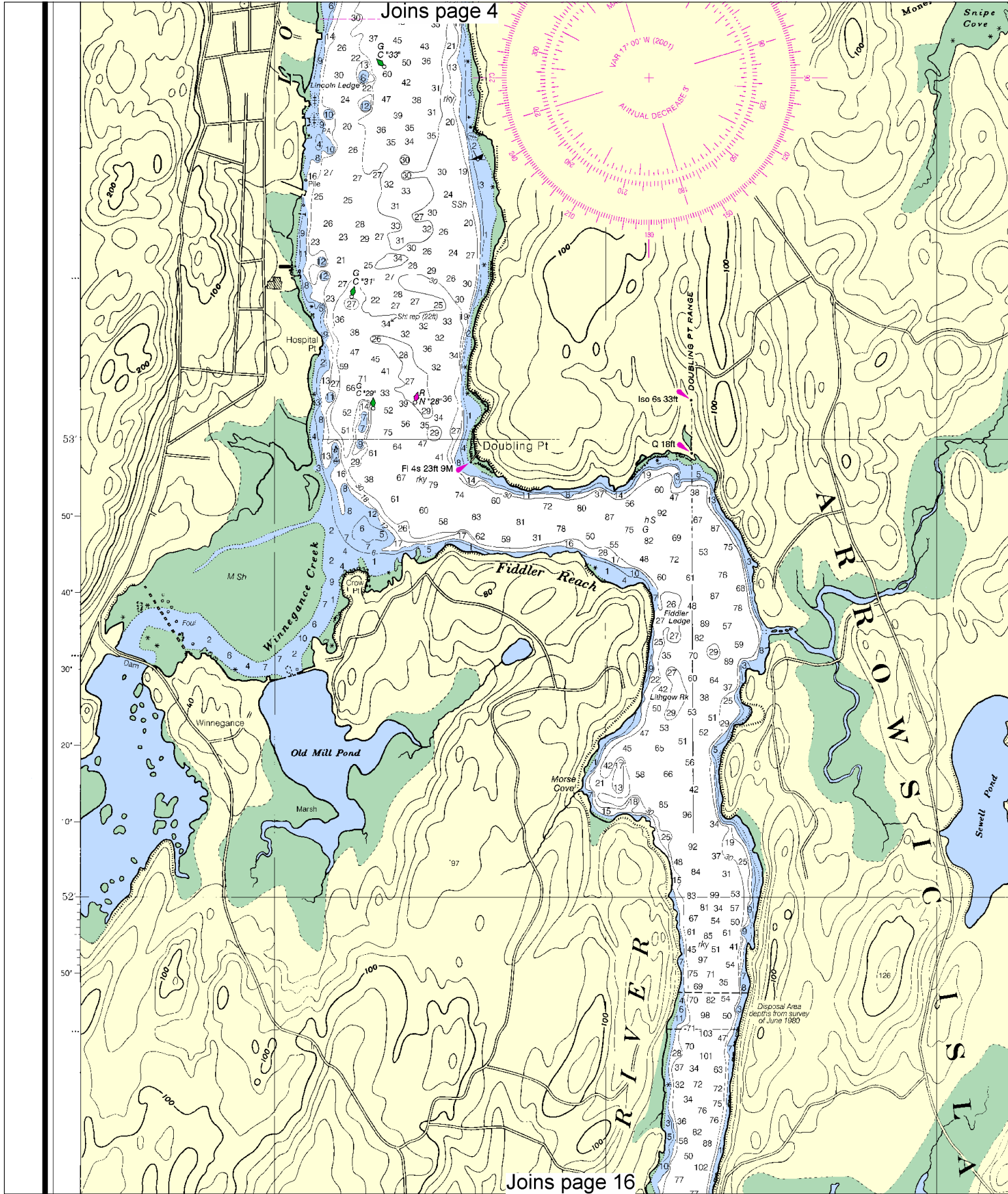
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
During some winter months of

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

Joins page 15



10

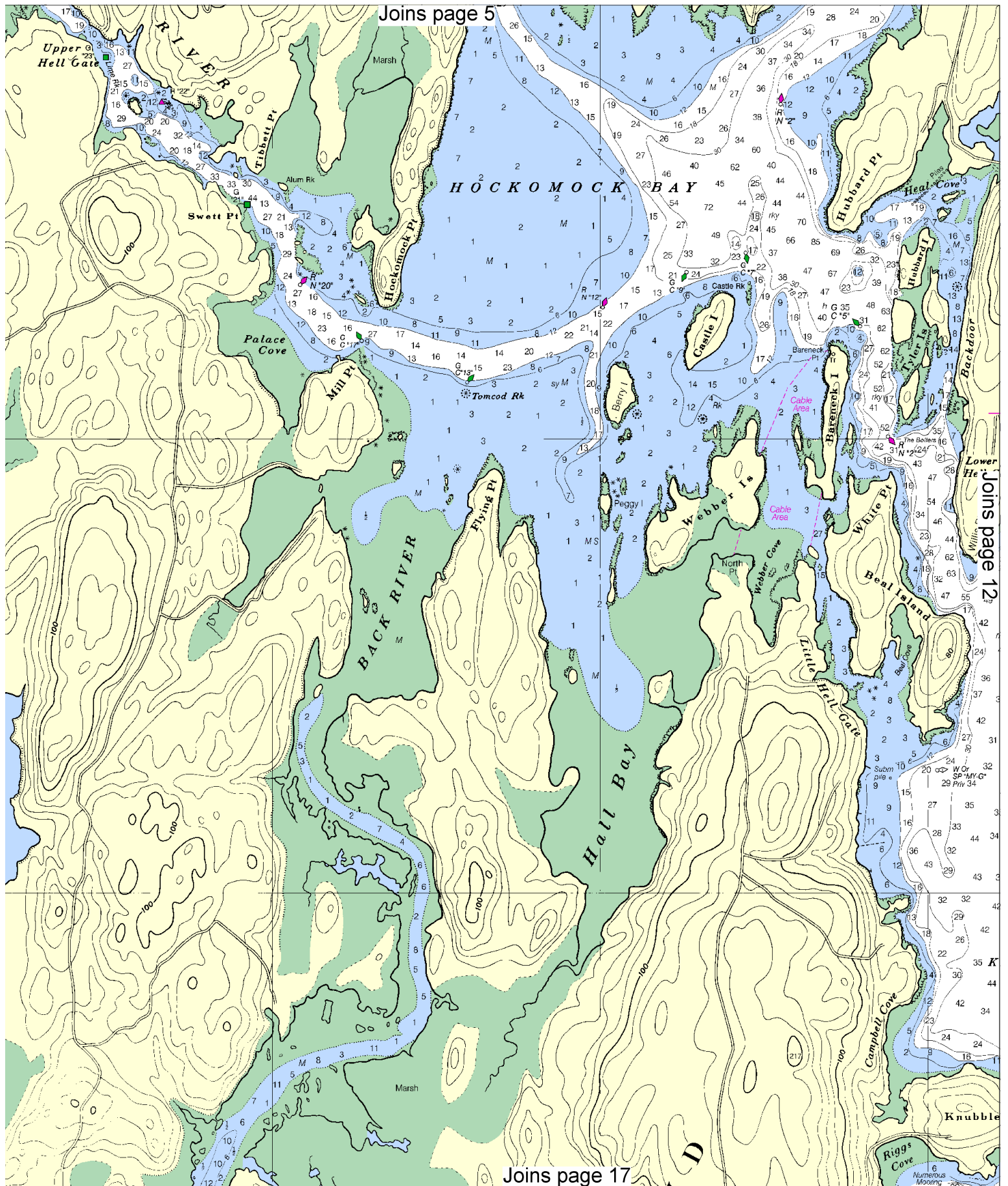


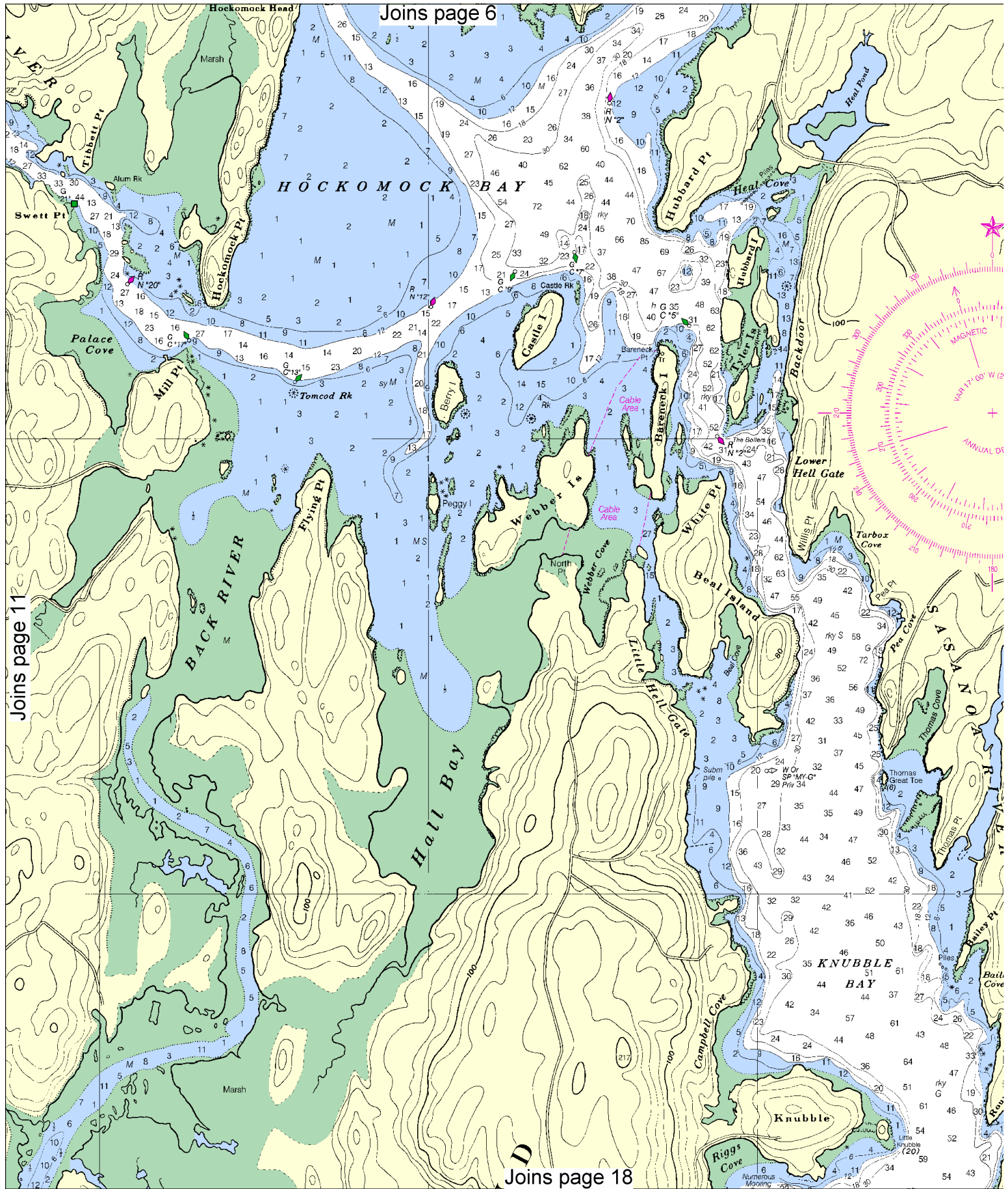
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.







12

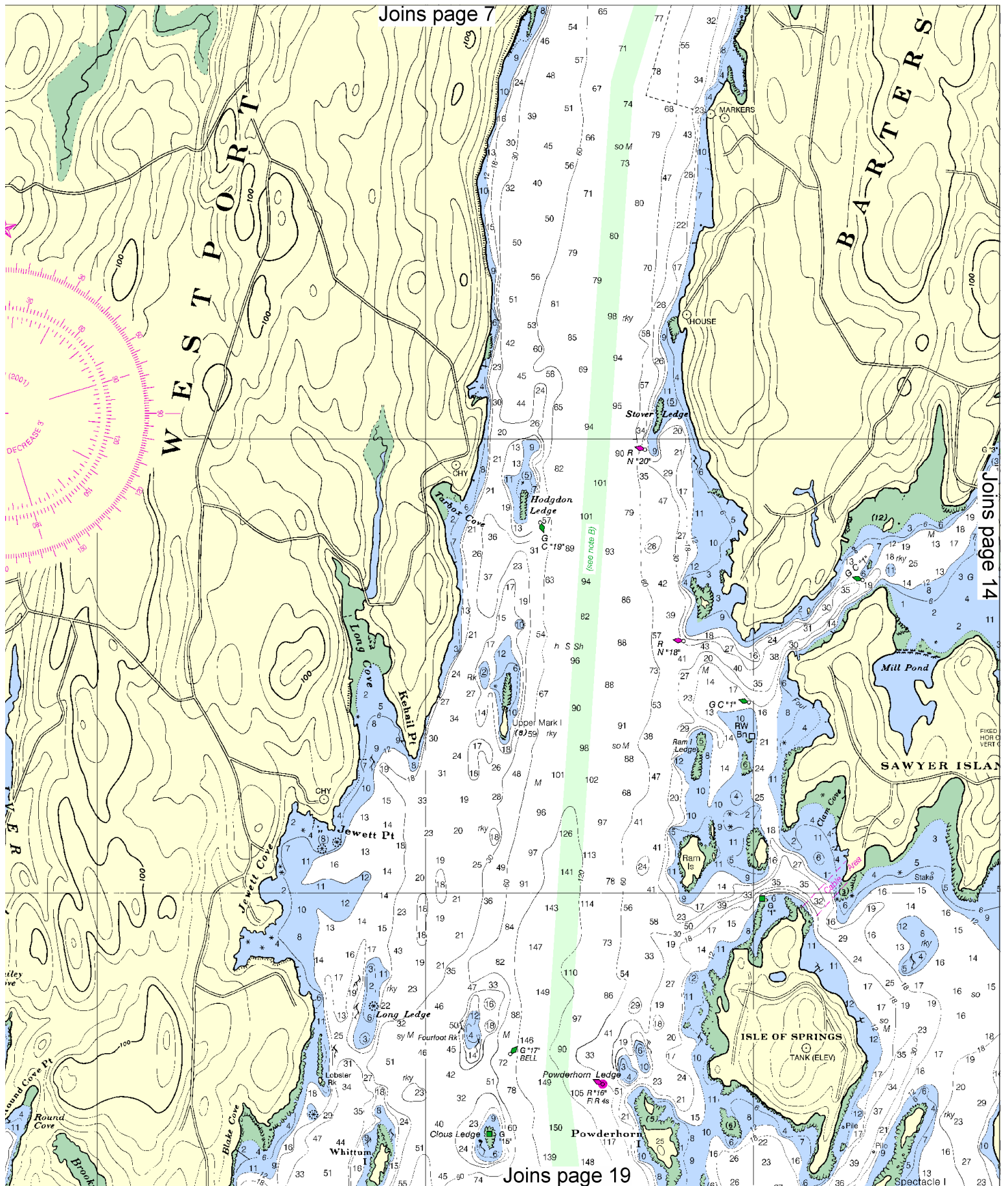


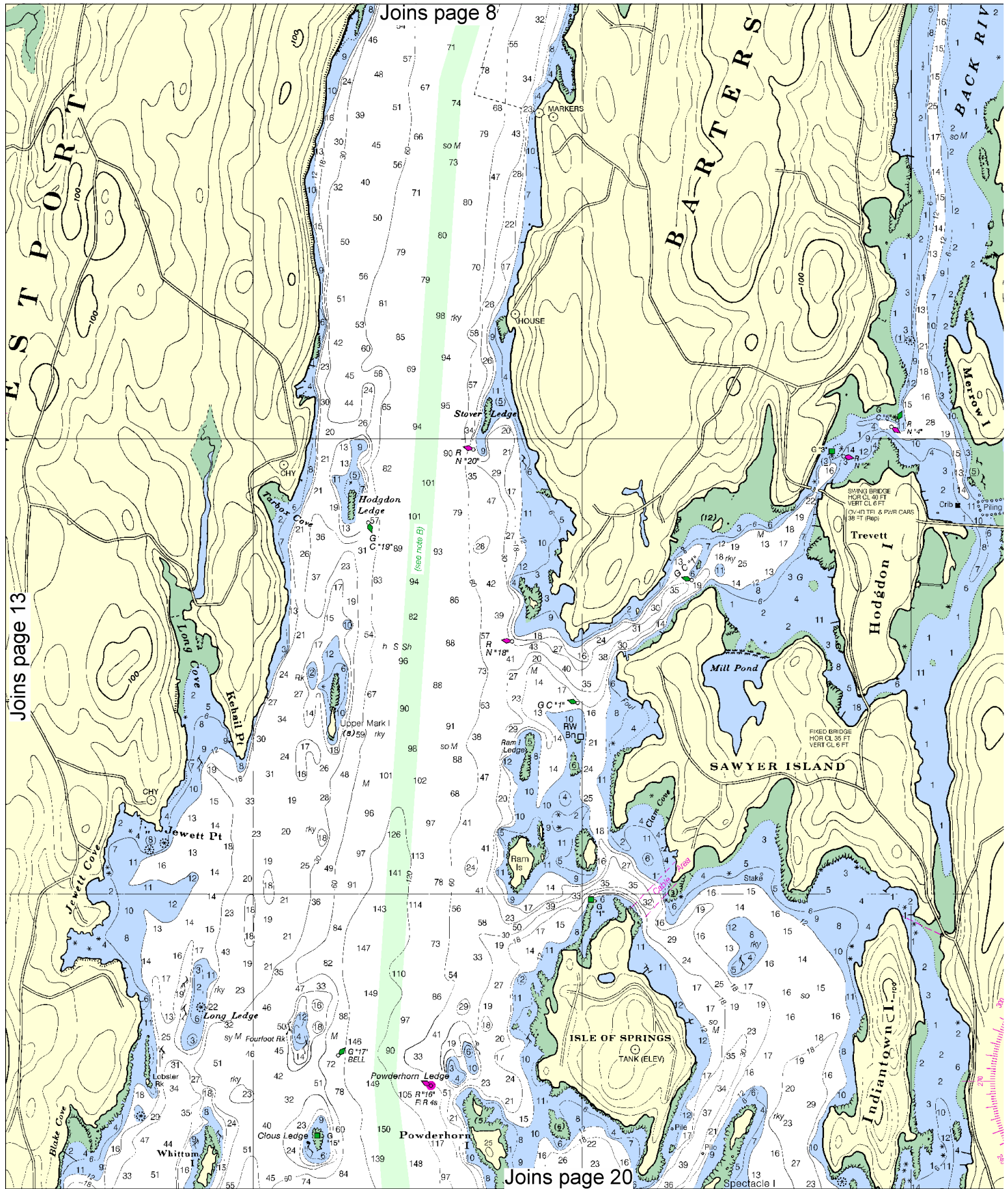
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



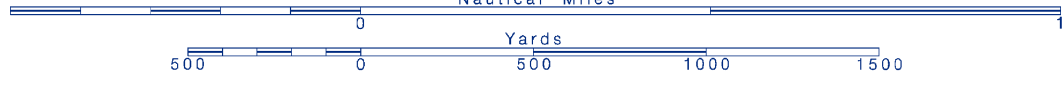




Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



Joins page 9

PLANE COORDINATE GRID
(based on NAD 1927)

Maine State Grid west zone is indicated by
dotted ticks at 5,000 foot intervals

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Notice to Mariners.

During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 1. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Com-
mander, 1st Coast Guard District in Boston, MA or at the
Office of the District Engineer, Corps of Engineers in
Concord, MA.
Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent to
the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.294' northward and 1.628' eastward
to agree with this chart.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed
below provide continuous marine weather broad-
casts. The range of reception is variable but for
most stations is usually 20 to 40 miles from the
antenna site.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

NOTE B

RECOMMENDED VESSEL ROUTE

Recommended Vessel Route for vessels entering and
departing the Sheepscot River, Maine. While not mandatory,
vessels are requested to follow the designated route. See
U.S. Coast Pilot Volume 1, Chapter 8.



UNITED STATES - EAST COAST
MAINE

BOOTHBAY HARBOR TO BATH

INCLUDING KENNEBEC RIVER

Mercator Projection
Scale 1:15,000 at Lat. 43°52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER



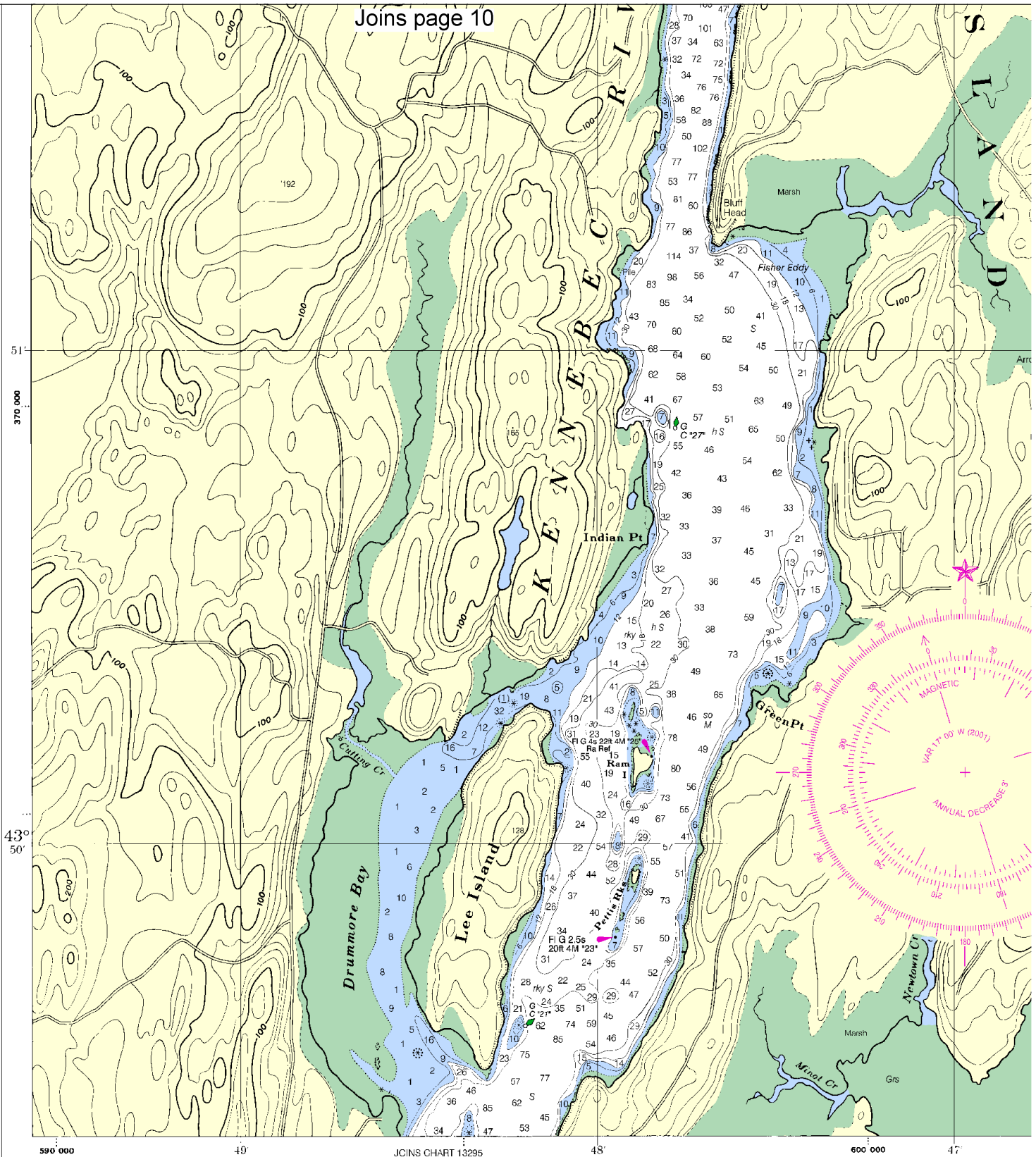
MAGNETIC
VAR 17° 00' W (2001)
ANNUAL DECREASE 3'

Marsh

SPIRE

Joins page 21

Joins page 10



25th Ed., July 14/01

13296

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

16

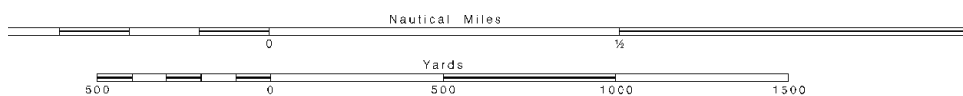
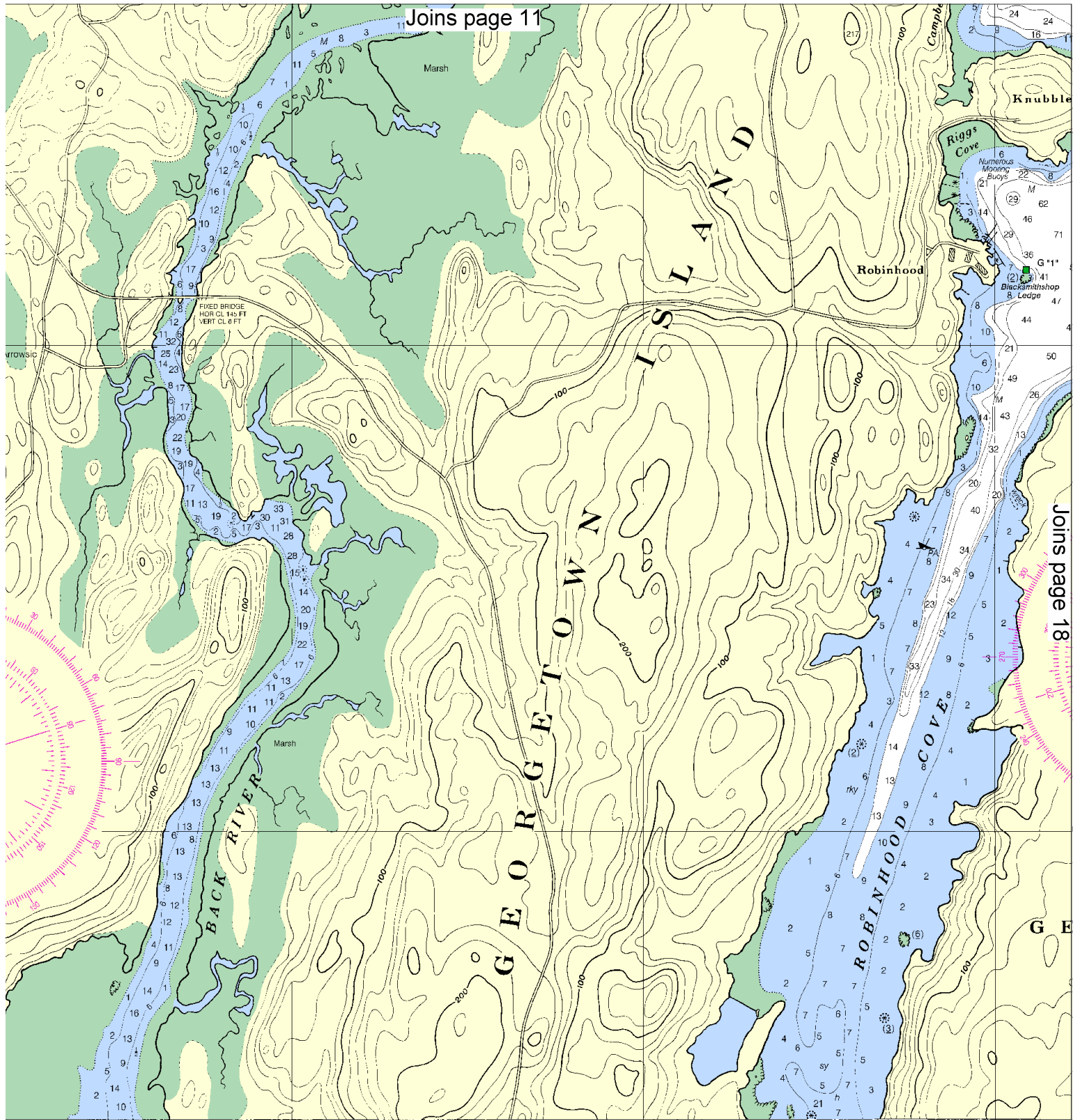


Printed at reduced scale.

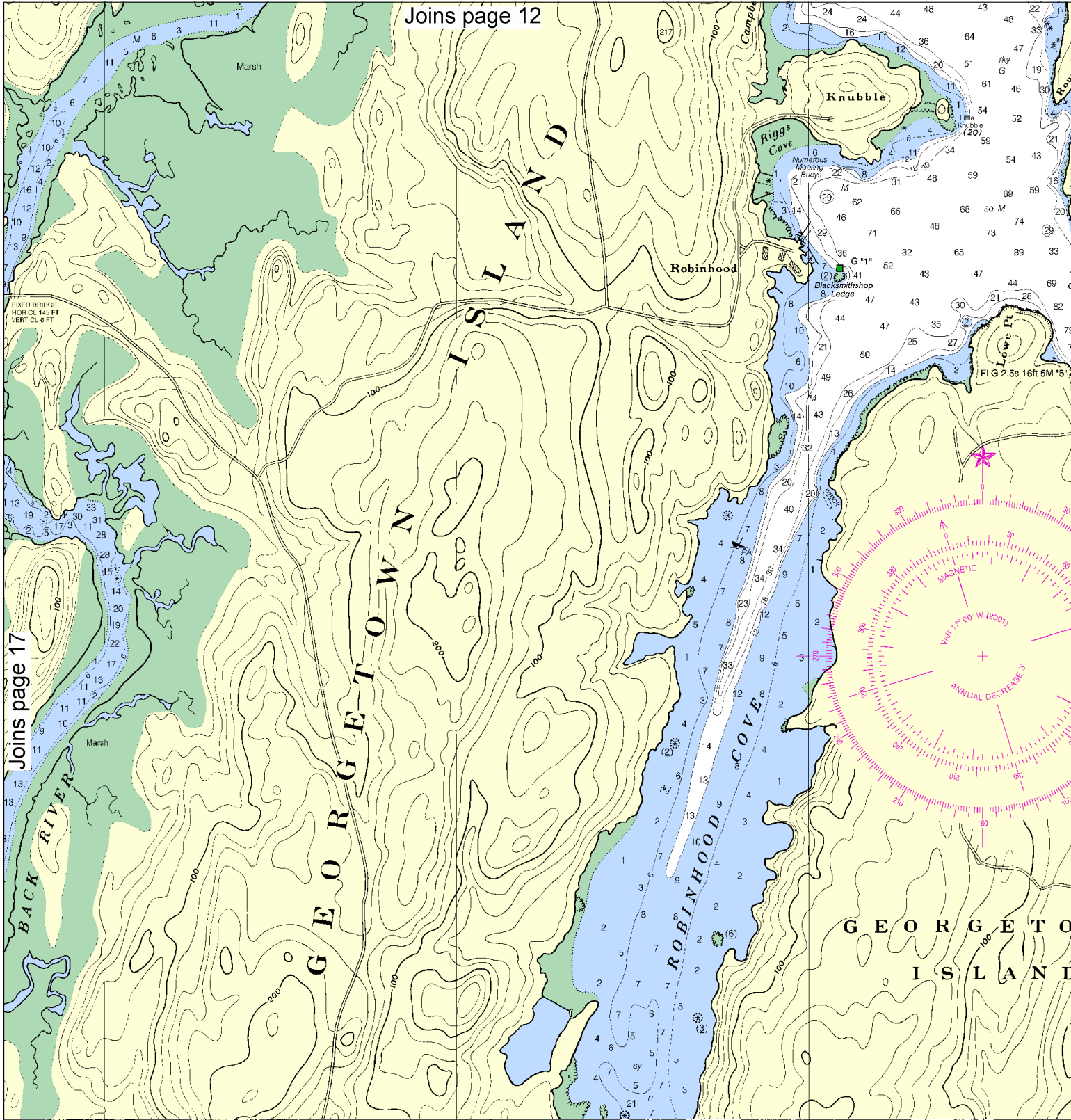
SCALE 1:15,000
Nautical Miles

See Note on page 5.

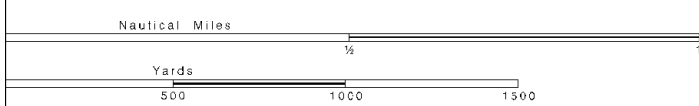




Joins page 12



Joins page 17



Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN S
COAST SURVE

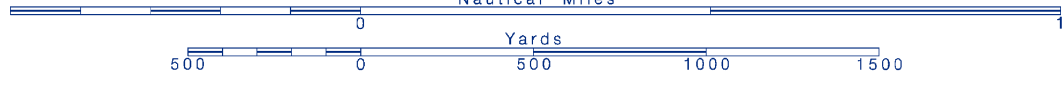
18

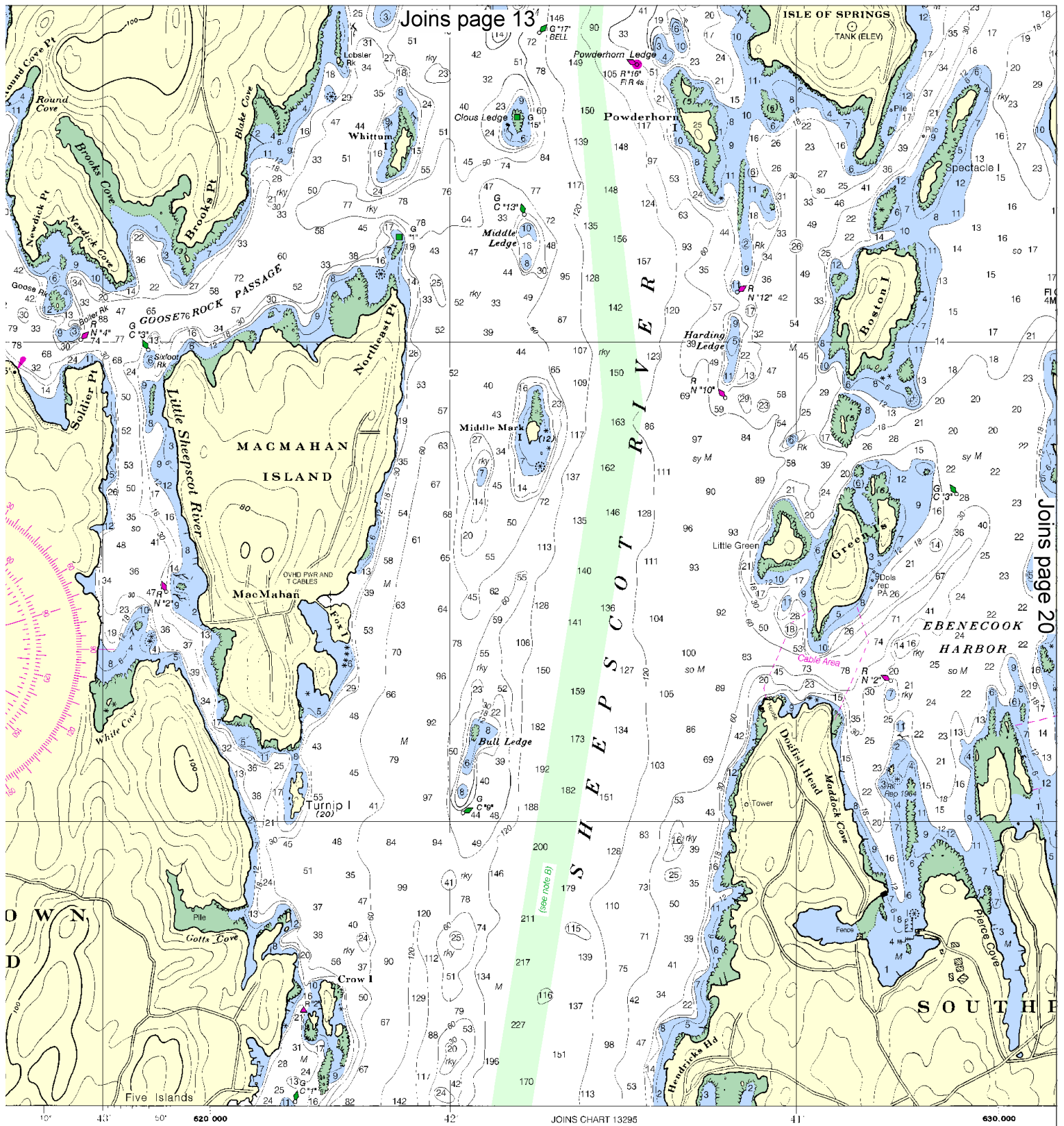


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

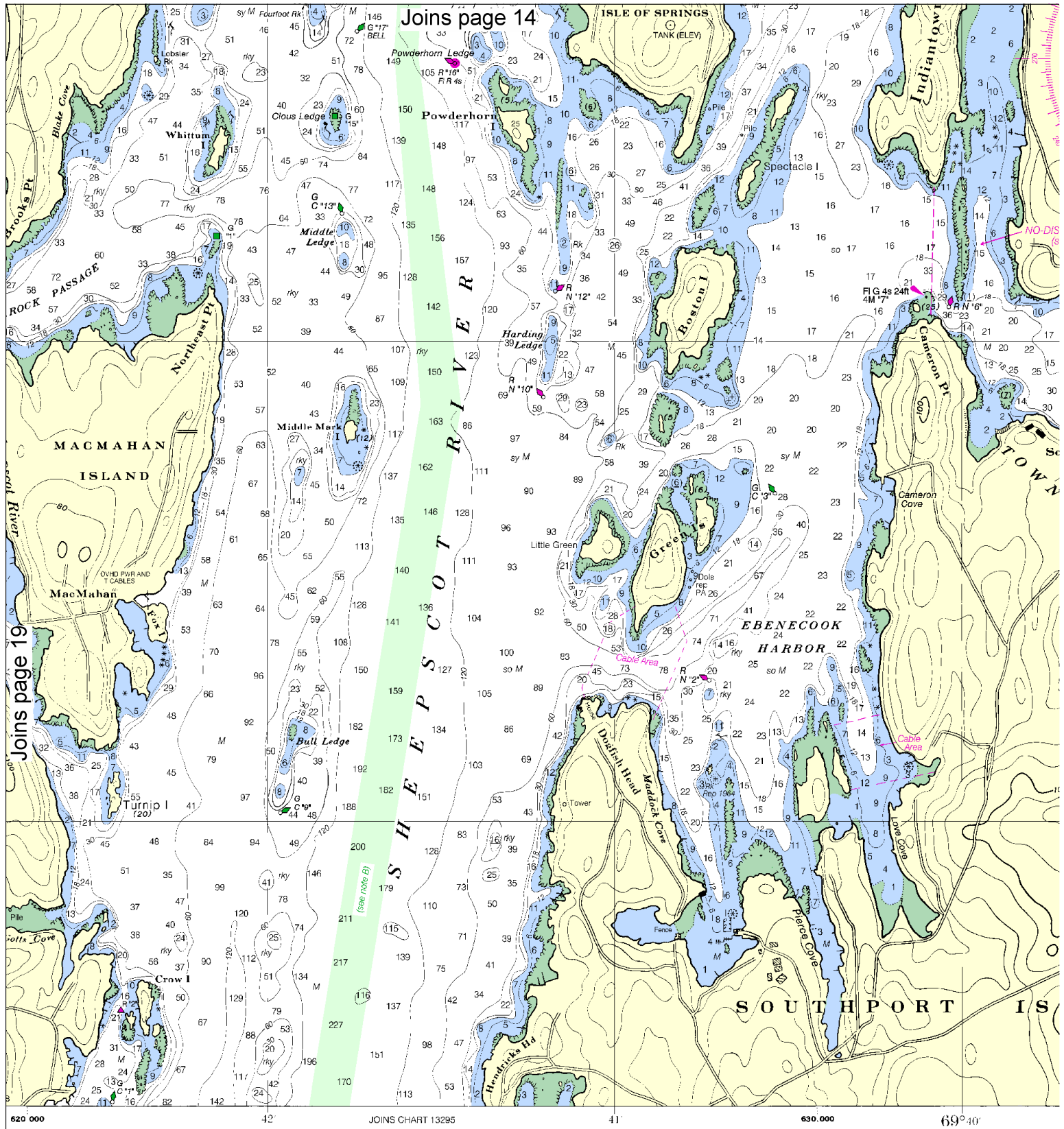




ington, D. C.
= COMMERCE
PERIC ADMINISTRATION
SERVICE
VEY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

SOUNDINGS IN FE



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FEET

FATHOMS	
FEET	
METERS	



Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Portland – 207-767-0302

Coast Guard Boothbay Harbor – 207-633-2643

Maine Marine Patrol – 207-657-3030

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.